



Idaho Logging Safety News

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Dirk Kempthorne, Governor
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ANNUAL FIRST AID TRAINING



Once again, the spring first aid training has come to an end. With over 1600 loggers attending the scheduled and, in some cases nonscheduled, classes, it was certainly a successful and worthwhile effort from our point of view. It is always good to see

many of the same faces year after year as well as many new ones. We appreciate your interest and the considerable positive feedback that has been received. As in past years we will once again be looking for new "volunteer" actors as the summer progresses so that updates can be made for next year. If you're going to come every year, and we hope you do, we will make every effort to give you something new.

We would like to thank the many equipment dealers across the state that contributed donuts to help keep everyone, including us, on a sugar high as the classes proceeded:

**Les Schwab Tire - Bonners Ferry,
Sandpoint, Coeur D'Alene, Kellogg, St. Maries
(twice), Moscow, Orofino and Grangeville
Western States Equipment -
Pierce and Emmett
Rowand Machinery - Deary
Jerry's Auto Parts - New Meadows**

Gary Wilcox, Ernie Carlson, Shawn Keough, Kent Fisher, and Tim Christopherson get to take a breather during the first aid class in St. Anthony. Gary, Ernie and Kent are logging contractors from that area, while Shawn is the Executive Director of the Associated Logging Contractors of Idaho and Tim is the President of the ALC. Everyone enjoyed the fact that Shawn and Tim were able to travel and meet the loggers in Salmon and St. Anthony. I think it was their first time "down under".



ANNUAL FIRST AID TRAINING

(continued)



Marlyn Donnelly – Renfro Logging, Maria Barratt – State of Idaho and Sue Henderson – Boise Cascade demonstrated, to the Emmett Class, how to roll a logger (Larabee Willey) and place a backboard underneath him. No matter how young or old Lumber Jacks are, they seem to attract the pretty ladies.

Dan Musselman (on the left) the new ALC safety guru, gets some words of advice from Streve Sherick in Coeur D' Alene. That looks like Terry Streeter (far right) trying to pick up on some top-secret information.



NEAR MISS



Two log cutters were eating lunch, discussing safety and just taking it easy when one wanted to show the other a new feature on his saw. They went to look and a snag fell right where they had been sitting. The snag smashed their lunch buckets and would have gotten both of them had they not moved at just the right time. I don't know if you'd call this a near miss or just darn good luck.

W By Galen Hamilton

R Like many Idahoans, growing up I thought Idaho was 2
A states. You had North Idaho and South Idaho, kind of like
P the Dakotas. Starting out my sixth year of school however,
P I was sitting in my third grade geography class when I no-
I ticed a map up on the wall. I couldn't believe it, Idaho was
N actually one state!

Many are also amazed to find out that loggers from both
 ends of the state are pretty much the same. Whether talking
 to loggers outside of Ovid or just over the hill from Addie,
 the conversations and complaints are similar. (More time to
 fish, less horse flies.) Geography does seem to determine
 how loggers do one thing differently however, and that is
 wrapping up a load of logs.

Of course there are always exceptions, but it seems that the majority of the truckers up north have
 their wrappers pulled over the load by the loader, while down here in the south the majority of the
 guys throw their wrappers over. So, that leaves us with the question, which is the best, safest, fast-
 est way to do it? After many evenings of debate two highly thought of safety experts (Me and
 Kludt) have come up with this brilliant decision. Both are Good and both are Bad. How is that for
 clearing things up!

Let's start with the trouble end of things. When we talk to the insurance guys to find out where
 the injuries are happening the one topic that always come up is **SHOULDERS**. When you look
 under the "doing at time of injury" column, throwing wrappers shows up 90% of the time. I sup-
 pose it makes sense when you think about it. That cable and chain is not light and you have to
 throw it fifteen feet in the air with enough umph to clear the other side of the load. Your footing
 is, most of the time, well, lets just call it a "challenge". You're either standing on ice, mud or have
 about a foot between the edge of the road and your load. I must admit, that is a complete recipe
 for an injury, sooner or later. So, if we have the loader pull the wrappers over it will do away with
 any chance of injuries, right? Well, let's talk about that.

Pulling over the wrappers reduces the frequency of accidents, but when there is an accident it is
 usually a doozey. Over the years there have been logs knocked off of loads landing on drivers,
 grapples swinging into people, and hands getting caught in the bucket. So where does that leave
 us?

Now remember, I mentioned that both ways of wrapping up are good too. New changes to the
 "load securement" rules look like you may be able to go to a smaller (lighter) cable for your wrap-
 pers. I think that would take care of a whole bunch of shoulder trouble. Picking the spot to wrap
 up can also make a big difference. I can hear you yelling, "Galen, you're the one that wants us
 wrapped up in the landing" or "the company policy says to do it this way". Most of the time that
 is fine, but if you just got loaded on the steep part of the beaver slide on an icy winter day, maybe
 there is a better place to try and throw those wrappers.



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For you guys that have some shoulders on the crew that are not as young as they once were and think that maybe pulling those wrappers over with the loader sounds pretty good, here are a couple of things to think about. Put a good hook on the grapple so the wrappers can't slip out when being pulled over, but are also easily released on the other side of the load. Don't have the driver sticking the wrappers in the open grapple and then trying to hang on to them as the operator closes the grapple. It works for a while but it will eventually get a finger or hand pinched off. Have the driver stand away from the side of the load in CLEAR sight of the operator. If the driver has to go out of sight of the loader operator to hang the wrappers, the loader operator needs to wait until the driver gives him the signal to go ahead.

You guys know to WATCH THAT HEEL RACK AND BOOM. What happens is that when you hang that grapple down along side of the load the operator and driver are concentrating on it. That is when the end of the heel rack catches a face log or the boom hits the back of a shorty and down it comes. I know it is all common sense stuff but things happen fast.

I guess that clears up the only difference between North Idaho Loggers and South Idaho Loggers, EXCEPT, I can't help but wonder why those loggers up north are always an hour off when I ask them what time it is?

Hansen Logging-Harvard, Idaho

decided to do a little modification to one of their 98 Link Belt line machines.



To make maintenance more convenient, their mechanic and metal fabricator, Roger Hamburg, has designed and built new tinwork for the right side of the machine. The whole side swings open as one unit for easy access to the drums and belt drive. The cab of the machine also tips forward for easy access to the drums and gears on the left side.

Jeremy Nickel is the operator of the machine and also helped with the re-vamping. It looks so clean inside of the cab and so roomy on each side I think Jeremy is going to put his bunk in there and just move in.

A hooker was injured when a small whip in a drag of tree lengths swapped ends. Before he could move out of the way or stop the drag, the whip struck him breaking his shoulder. We are seeing more of this type of accident since many of you are skidding tree lengths in the small timber. The problem is that many hookers do not get completely in the clear before giving the go ahead.



I would hope that by the time you receive this letter most of you will be back in the woods. With the



timber market looking better than it has for a number of years, it should be a great summer. Now would be a good time to run through the safety equipment with the crews and also make sure you have the required number of first aid kits and contents as you start into another season.

I suppose most of you have had about all the training that any one person's brain can handle this spring. From first aid to log quality to contractors meetings to conferences and the list goes on. We were certainly pleased with the turnout for the annual first aid classes since this would normally be a down year. Part of the reason is that many of you come every year. We appreciate that because it is important! Hopefully, you won't have to use it.

There has been quite a bit of talk this spring about the new federal trucking regulations. Most of the rules pertain to hours of service but also include some new tie-down rules for hauling equipment. The biggest impact will be on trucks that cross state lines. Irregardless of where you are hauling, these rules may not seem too important until you are unfortunate enough to be involved in a bad accident. That's the time when your log books may come back to haunt you if filled out incorrectly.

I have already heard about a number of accidents this spring. Although there has been nothing serious yet, make sure you get off on the right foot. Have a good, safe summer and we'll see you in the woods.

IDEAS FOR TRUCKERS

Ron Nelson from Priest River had some interesting ideas for safety when putting in stake extensions. He has been experimenting for about a year with aluminum stake extensions. He said they cost quite a bit less and so far have held up just fine. He also made a slot in the stake and put a bolt in the extension so the drivers can push the extension up with their cheater pipe from the ground. He put a couple of notches in the stake so the extension doesn't go as far up when loading heavier logs. Obviously, these aluminum extensions are considerably lighter than the steel ones that most of you use.

For the trucks that still use the heavy steel extensions, he puts a layer of bunk logs on the truck before letting the drivers put the extensions in. I know that could present a problem in the spring of the year when the sap makes the logs extremely slick, so use a little common sense. These are good ideas that may help reduce some of the accidents that truckers are experiencing.

ACCIDENT

A truck driver mashed his hand while placing his wrappers in the grapple of the loader. There were no hooks on the grapple and instead of throwing the wrapper through and then going around one more time, he held the wrapper until the operator closed the grapple. Needless to say, the bucket should NOT be moved until the driver is in the clear.

HAZARDS INVOLVED WHEN SAWING BLOW DOWN

By Cliff Osborne

When sawing blow down that has the root wad attached, start at the top of the tree if possible and top the stem making sure you are on the opposite side from the direction the top will spring when you cut it loose. Cutting the butt of the tree loose from the root wad can be real tricky. Make sure you are on the opposite side of the bind and have an adequate escape route. It is always best to have a grapple machine of some sort hold onto blow down that are loaded with energy, but this is not always possible.

Falling trees that are willowed over can also be a real hazard. Sawing an open face cut in that is extremely wide and a notch that is not very deep is best. The cutter can either cut the side straps off the tree and then cut the back wood or saw the tree by boring through the center of the tree making sure not to saw too close to the undercut and saw within several inches of the back of the tree, then the sawyer can cut the back wood from the outside.



ACCIDENT

A timber faller was injured when a tree came over backward, landing on him and dislocating his hip. The faller was cutting a small fir. Things were going fine until he cut all of the holding wood—back came the tree! That wasn't such a serious problem until he tripped on a limb. Before he could get back on his feet, the tree was on him. He will miss at least a month of work and will most certainly have more respect for having a good escape route and using it!



MONTANA LOGGERS INVADE IDAHO

By Don Hull

T & B Logging from Libby, Montana slipped over to north Idaho to move some private logs. T & B is owned by Paul Brown (Brownie) and Paul Tisher. I happened to luck out and catch Brownie on the job and after lining out the crew he gave me a tour. This is a fully mechanized outfit that can really move the logs. They were doing excellent work not only with their logging but also fire proofing around the buildings.

I've known these guys for a long time. I was on their job in the early eighties when they were working north of Rathdrum and had just purchased one of the first cut-to-length systems in the area. At that time they had about four people working. They now have three sides that are going just about all the time.

These guys are very forward looking and can see a bright future when things seem to look bleak for others in the industry. I enjoy going on their job because safety really is a number one priority and things are always in order.

Paul (on right) is talking with Tony Stephens (Timbco operator) about some fire trees that had to come down up by the house.



WRITTEN SAFETY PLANS

This spring we spent quite a bit of time re-doing the job description training guidelines in the safety plan that many of you have. Hopefully this will simplify your annual company training. If you have not reviewed your plan for some time or are not comfortable with what you have, give one of us a call.

SAFETY PLAN

HARD HAT



CHAPS



FIRST AID CARD



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We welcome your comments and suggestions.

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